

March 5, 2001

Mr. Harvey Riebel
LANDRUM & BROWN INC.
6151 W. Century Blvd., Suite 1000
Los Angeles, CA 90045

RE: *Comments on the Notice of Proposed Action and Preparation of Environmental Assessment for Northwest 2000 Plan*

Dear Mr. Riebel:

The purpose of this letter is to respond to the above Notice received by the City of Scottsdale on January 31, 2001. The City of Scottsdale is extremely concerned with the accuracy of the depictions in the proposed action within the Notice. In addition, based on preliminary graphics of the Environmental Assessment that we have seen to date, neither the flight routes nor the City of Scottsdale boundary are accurately depicted. The City of Scottsdale staff has spent a significant amount of time and effort collecting the details from the Federal Aviation Administration (FAA) Phoenix TRACON and has generated our own graphics in order to adequately respond to the Notice. It is critical that the "Draft" Environmental Assessment include more accurate illustrations of the proposed routes and City boundaries.

In addition to the official meetings scheduled as part of the Environmental Assessment, the City of Scottsdale has conducted five public information meetings to gather input from our citizens regarding the proposed flight routes. The City of Scottsdale has retained the services of Crown Consulting, of Washington DC, to assist in analyzing the proposed action and assist in developing alternatives. Based on these actions, we have developed several alternatives that we expect to be examined during the Environmental Assessment process.

In addition to the alternatives presented within this letter, we will be actively involved in the Environmental Assessment process, which may result in additional alternatives being developed. The cities of Scottsdale, Fountain Hills and Carefree will be cooperating in this effort.

The graphic on page 4 illustrates the City of Scottsdale's recommended changes to the FAA's proposed action. Based on our discussions with the FAA, the proposed radar vector routes will mirror the proposed RNAV arrival and departure routes; therefore, we will describe our comments relative to the applicable RNAV routes.

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The first recommendation is to move point BARGN approximately five (5) nautical miles east. This point is used on the CHEZZ departure procedure during east flow conditions at Sky Harbor. By moving this point, it would eliminate the CHEZZ route from crossing numerous residential areas in the City of Scottsdale and the Town of Fountain Hills, as well as also permitting aircraft to gain more altitude prior to crossing proposed DBACK arrival route and if necessary when crossing residential areas farther out on the procedure. Point BARGN could also be incorporated as a common point for the CHEZZ-ABQ route as well.

The second recommendation is associated with the CHEZZ-CHILY transition route during east flow conditions. The CHEZZ-CHILY route could be moved north to point MSKET then to the TRACON exit gate at point ZEPER. This would provide additional opportunities for aircraft to gain altitude prior to crossing residential areas when continuing to the west.

The third recommendation is associated with the DBACK arrival route during east flow conditions. It is recommended that points VANZZ and DUWOP be moved several miles west to reduce the number of flights over residential areas in the City of Scottsdale. In conjunction with the two previous recommendations, this would also permit the DBACK associated altitudes to be increased since the departures would be crossing at higher altitudes.

Finally, we also recommend examining the opportunity to have the arrival aircraft on both DBACK and MEHAM maintain higher altitudes until established on the downwind legs in either east or west flow conditions. This in association with the "power-off" approach techniques proposed with the approach procedures may result in a reduction of aircraft noise over populated areas.

In addition to the recommended route changes included within this letter, the City of Scottsdale is concerned about the implementation of the operational procedures at the Phoenix TRACON. Of particular importance is that the air traffic controllers will be required to utilize the recommended flight paths under all circumstances, except during emergencies or to avoid severe weather conditions. This requirement will provide the citizens assurance that aircraft will not be vectored off the final adopted routes unless absolutely necessary for safety.

The City of Scottsdale is very interested in participating in the Environmental Assessment process and in providing any additional information or analysis necessary for support of our recommended changes. Since this is a significantly important project to numerous City officials and our citizens, please consider this our formal request that the City of Scottsdale receive ten (10) copies of all the environmental documents, as they are prepared. It is also our understanding that each of the Scottsdale public libraries will receive their own copies for review by the general public. We also request that an adequate number of copies be provided to the Cities of Fountain Hills and Carefree.

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We appreciate the opportunity to provide our initial comments on such a significant project and trust that you will take serious considerations to our comments. Please do not hesitate to contact Mr. Scott Gray at (480) 312-7735 if you should have any questions.

Sincerely,

Original Signed by

John Little

Transportation General Manager

- c. Honorable Scottsdale Mayor and City Council
Honorable Wes Marsh, District 28 Representative Arizona State Legislature
Jan Dolan, City Manager, City of Scottsdale
David Ellison, Assistant City Manager, City of Scottsdale
Scott Gray, Aviation Director, City of Scottsdale
Steve Olson, Intergovernmental Affairs Director, City of Scottsdale
Paul Nordin, City Manager, City of Fountain Hills
Wayne Fisher, Vice Mayor, Town of Carefree
Charles Lieber, Environmental Specialist, FAA Western Pacific Region
Stan Mathews, Air Traffic Division Manager, Crown Consulting
Michael Haklitch, Air Traffic Systems Analyst, Crown Consulting
Robert Chamberlin, Senator John McCain's Washington Office
Tod Jorns, Senator John McCain's Phoenix Office
Carolyn Chaney, Chaney and Associates

